is ahead of the ten or fifteen per cent of a few years ago. As late as 1930 the Chinese had seventy per cent of the domestic trade, and their share had been known to reach eighty per cent. Grudgingly and stubbornly, the Chinese are losing ground to the Japanese, who in a brief period of time have more than doubled their ten per cent participation to twenty-five per cent, mostly at the expense of the Chinese. No less a figure than the Chinese Consul-General of Manila has predicted that in ten years the Japanese will control the retail trade of the Islands.

The people have been exhorted to patronize home industries and to a certain extent these preachments have had an effect. Encouragement of native industries is given whenever possible. A government trade center in Manila displays Philippine products. Slowly but surely the campaign to overcome the peculiar distrust of the people for home-grown and -manufactured articles, as inferior to foreign importations, and to induce the people to "buy Philippine," is getting results.

TRANSPORTATION FACILITIES

The picturesque vintas of the Moros still sail the equatorial seas. The bull carts and carabao sleds of Filipino farmers still plod slowly along the country roads. But by the vintas now pass fast and large water craft. By the bull carts and carabao sleds go the swift automobiles and passenger busses. Overhead fly modern passenger planes. The Philippines clings to the old while using the new.

The construction of good roads greatly facilitated trans-

portation. In place of the old Spanish road system with less than a 1,000 miles of right of way, and this available for travel only during the dry season and then but to a limited extent, the Philippines today have 13,000 miles of excellent thoroughfares. The Provinces of Pampanga and Occidental Negros even boast of cement-paved highways. Roads such as